

Clarksburg Land Associates Limited Partnership  
342 Hungerford Drive  
Rockville, Maryland 20850  
Phone: (301) 315-8926  
Fax: (301) 315-8928

MEMORANDUM

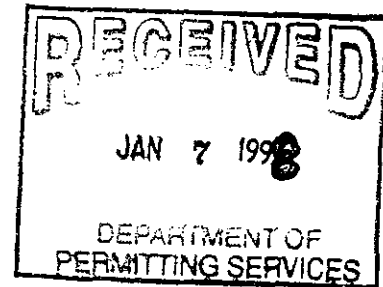
TO: Sarah Navid  
Greg Leck  
Wynn Witthans  
C. Loehr

CC: Stephen Z. Kaufman, Esquire

FROM: Steve Klebanoff, Marc Montgomery

RE: **Clarksburg Town Center - Perimeter Road Sections**

DATE: January 7, 1998



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Enclosed is our position summary on the perimeter road sections for the Clarksburg Town Center. We have marked up the memorandum and added notes as appropriate. Accordingly, please refer to the modifications and notes added to "DPW&T/DPS External Frame Work Streets" outline.

Enclosure

Clarksburg Town Center  
 Preliminary Plan No. 1-95042  
 Site Plan No. 8-98001

December 8, 1997

DPW&T/DPS (Transportation) Recommended Typical Sections

External Framework Streets

I. Clarksburg Road

- See Note 1
- (A) from MD 355 to <sup>130 or 85</sup> ~~150~~ ft. east of the Greenway Road:
- \* closed section OK
  - \* 80 ft. right of way OK
  - \* 38 ft. roadway pavement (2-14 ft. thru lanes & 1-10 ft. center two-way left turn storage lane) located ~~symmetrically~~ within the right of way symmetrical only
  - \* 6 ft. planting strips with trees OK
  - \* 5 ft. sidewalk on the north side & 8 ft. Class I <sup>asphalt</sup> bikepath on the south side instead of sidewalk
  - \* 2 ft. maintenance zone behind the sidewalk & bikepath (with a 3 ft. wide, 8 ft. high clear/recovery zone behind the bikepath OK
  - \* ~~provide retaining wall as necessary (Keystone style?)~~ NO
  - \* not all of the trees can be saved but we will do what we can without retaining walls
- (B) from 150 ft. east of the Greenway Road to 150 ft. west of A-305:
- \* open section
  - \* 80 ft. right of way with appropriate PIEs
  - \* 32 ft. roadway pavement (2-12 ft. thru lanes & 4 ft. paved shoulders), centered within the right of way, and transitioning to meet closed section pavement at each of the section
  - \* 6 ft. sod shoulders between the paved shoulder and the side ditch
  - \* standard side ditches
  - \* street trees located behind the side ditches
  - \* 5 ft. sidewalk on the north side & 8 ft. Class I bikepath on the south side
  - \* 2 ft. maintenance zone behind the sidewalk & bikepath
- (C) from 150 ft. west of A-305 to 200 ft. east of A-305:
- \* closed section
  - \* 80 ft. right of way
  - \* 38 ft. roadway pavement (2-14 ft. thru lanes & 1-10 ft. left turn storage lane), centered in the right of way
  - \* 6 ft. planting strips with trees
  - \* 5 ft. sidewalk on the north side & 8 ft. Class I bikepath on the south side
  - \* 2 ft. maintenance zone behind the sidewalk & bikepath (with a 3 ft. wide, 8 ft. high clear/recovery zone behind the bikepath
- To be built by others - See Note 2
- To be built by others - See Note 2

Clarksburg Town Center  
Proposed Typical Sections  
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II. A-305

(A) from 150 ft. north of Clarksburg Rd. to 200 ft. south of School /O" St.:

See  
Note 3

- \* closed section
- \* 80 ft. right of way
- \* 40 roadway pavement (2-15 ft. curb lanes & 10 ft. left turn storage lane)  
centered in the right of way
- \* 8 ft. (minimum width) planting strips with trees
- \* 5 ft. sidewalk on the east side & 8 ft. Class I bikepath on the west side

(B) from 200 ft. south of School/"O" St. to 325 north of Stringtown Rd.:

See  
Note 4

- \* open section OK
- \* 80 ft. right of way with appropriate PIEs OK
- \* 40 roadway pavement (2-12 ft. thru lanes & 2-8 ft. paved shoulders)  
centered in the right of way OK
- \* 2 ft. sod shoulders between the paved shoulders and the side ditches OK
- \* standard side ditches OK
- \* street trees located behind the side ditches OK
- \* ~~5 ft. sidewalk on the east side &~~ 8 ft. Class I bikepath on the west side ~~instead of~~  
sidewalk
- \* 2 ft. maintenance zone behind the ~~sidewalk &~~ bikepath

© from 325 north of Stringtown Rd. to some point south of Stringtown Rd. (limit to  
be determined based on projected turning movement volumes)

See  
Note 5

- \* closed section OK
- \* 80 ft. right of way OK
- \* monumental entrance standard modified to provide a median (which will  
match the section on Mid-Country Highway) OK
- \* 15 ft. southbound curb lane, 11 ft. left turn storage lane, 4 ft. ~~(minimum~~  
~~width)~~ median, & 16 ft. northbound curb lane; pavement to be centered in  
the right of way
- \* 8 ft. ~~(minimum width)~~ planting strips with trees
- \* ~~5 ft. sidewalk on the east side &~~ 8 ft. Class I bikepath on the west side

See General Note  
on A-305

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### III Stringtown Road

(A) from approximately 250 ft. <sup>east</sup> ~~west~~ of A-305 to A-305 (Rustic Road designation)

No comment -  
 To be built  
 by others

- \* hybrid section (closed on the inside & open on the outside)
- \* 70 ft. right of way
- \* 48 ft. roadway section (16 ft. median, 2-12 ft. thru lanes, & 2-4 ft. paved shoulders)
- \* standard side ditches starting at the edge of paved shoulder

(B) from A-305 to the Greenway Road

See  
 Note 6

- \* hybrid section (closed on the inside & open on the outside) OK
- \* 120 ft. right of way OK
- \* 48 72 ft. roadway pavement (16 ft. median, 2-12 ft. inside lanes, 2-12 ft. outside lanes, and 2-4 ft. paved shoulders)
- \* add a westbound deceleration lane (10 ft. wide, 200 ft. long + taper) at the Greenway Road OK
- \* ~~6 ft. sod shoulders between the paved shoulders and the side ditches~~
- \* standard side ditches OK
- \* street trees located behind the side ditches OK
- \* 5 ft. sidewalk on the south side & 8 ft. Class I bikepath on the north side OK

(C) from the Greenway Road to MD 355

See  
 Note 7

- \* ~~closed section~~ continue hybrid until entrance to Bowls property, then closed section to Rt. 355
- \* details to be determined in conjunction with the Highlands of Clarksburg preliminary plan
- \* 24 26 ft. pavement section is adequate for on-street bicycle travel

See General Note on  
 A-260

## NOTES

### Note 1:

The Town Center is only to be responsible for frontage improvements on its side of the current Clarksburg Road center line in accordance with Section \_\_\_\_ of the Road Code. The Town Center only owns approximately 85 feet of frontage east of the Greenway Road. The Town Center agrees to extend improvements to 130 feet if the Parks Department provides the required dedication in a timely basis. There will be no acceleration/deceleration lanes required and no requirement on the part of the Town Center to obtain ROW. The Town Center will build roadway to up to 19 feet from the existing centerline.

If the agencies desire to attempt to save portions of the hedgerow, without a retaining wall, along Clarksburg Road, we suggest that they consider adopting the attached cross section diagram, which removes the bikeway, which would be acceptable to the Town Center (Exhibit A). It was also noted on the road net diagram that was provided to us at the recent December 9 meeting that the bikeway/sidewalk was removed from the cross section along the entire frontage of the park/school property as well.

With regard to environmental issues, our water quality plan had assumed that the Town Center would be responsible for 25 feet of paving from the center line and 5 feet of sidewalk for a total of 30 feet of impervious area. The new section results in 19 feet of paving from center line and 8 feet of bikepath for 27 feet of impervious area. Therefore, we exceed our requirements for Clarksburg Road.

### Note 2:

The Town Center offers no comment on these sections of Clarksburg Road which are to be built by others.

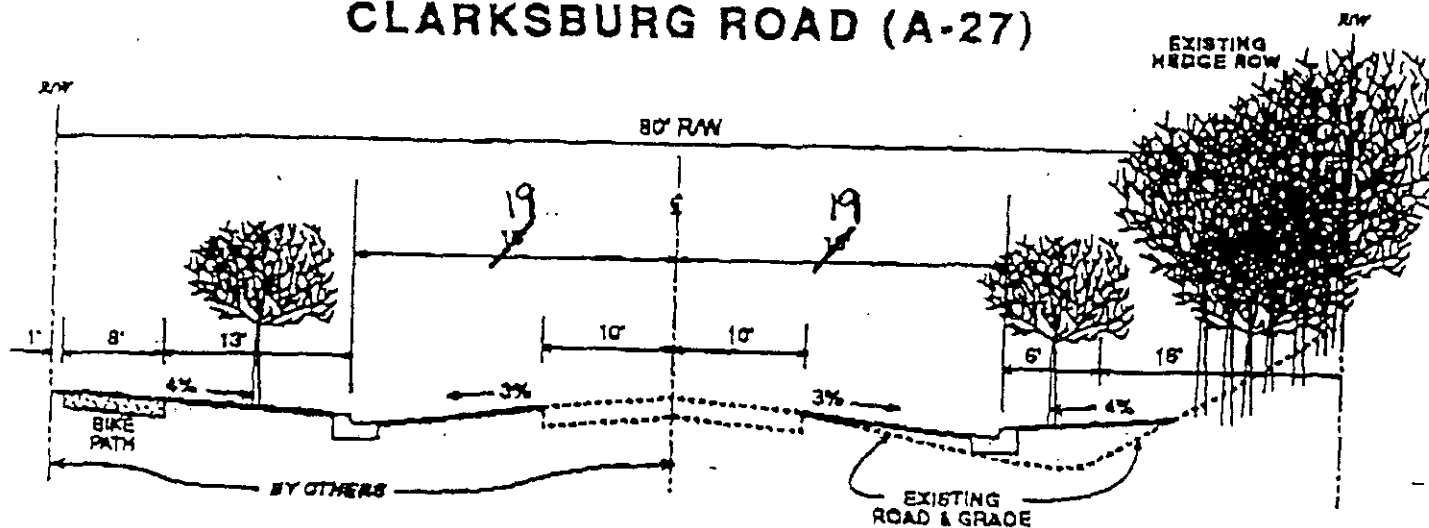
### Note 3:

The Town Center offers no comment on this section of A-305 that is not a part of this site plan. The Town Center is only required to build A-305 along its frontage up to Route 121. Environmental comments are not applicable at this time.

### Note 4:

With regard to environmental issues, our water quality plan and quantity plan accounted for 40 feet of paving. This section has 40 feet of paving and an 8-foot bikeway. However, the Town Center is only responsible for one-half of the road. In reviewing our water quality plan, our facilities can accommodate the additional proposed 8-foot bikeway.

# CLARKSBURG ROAD (A-27)



## CTC PRELIMINARY PLAN SECTION ALT. No. 3

\*\*This diagram is solely to illustrate a possible change to the section so as to try to save portions of the hedge row.

**Note 5:**

The Town Center is only responsible for construction of that portion of the road up to A-260 (Stringtown Road). The Town Center is not responsible for any necessary ROW to be obtained from the planned church along Piedmont and Stringtown Roads.

**Note 6:**

The curbing on the inside is to be built by others in the future when the entire median is built. The Town Center was required to widen the existing paving to 24 feet as described as "safety improvements." The attached diagram that was presented to all agencies at the time of preliminary plan review is attached hereto. Bikeway is to be constructed only along our frontage instead of a sidewalk.

**Note 7:**

The comments of Note 6 should be included herein as well. Additionally, within the historic district, the Town Center is not obligated for any construction outside available ROW. In addition, our widening of pavement to 24 feet was all that was required at Preliminary Plan in addition to normal accel/decel lanes at the commercial entrance to the Town Center. The Town Center agrees to construct bikeways along our frontage only instead of a sidewalk.

With respect to the proposed cross-section at the historic district, we note that ROW is not available for these improvements (Exhibit C). Additionally, there exists only 32 feet from the existing house to the current closest edge of pavement. As a result, 5 feet needs to be deleted from the section from the curb line to the house. If the bikeway is on the south side of A-260, the section can work.

**General Note on A-305:**

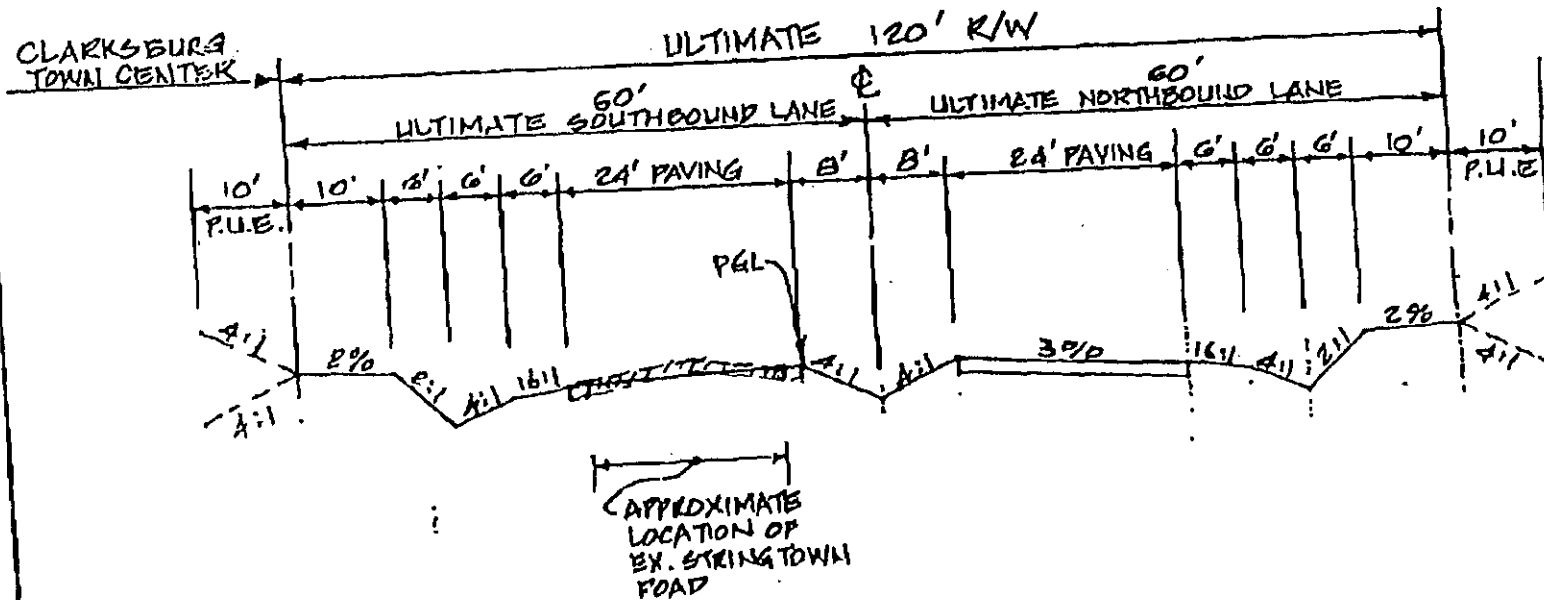
The Town Center is hopeful that additional open section roadway standards in a special protection area can be adopted that lessen the amount of pavement on A-305 by the time this road is to be built by the Town Center. The Town Center believes that this road should be 24 feet of paving with accel/decel lanes as appropriate and reserves the right to modify this section through public processes.

**General Note on A-260:**

With respect to the environmental conditions, the Town Center included 24 feet of paving for Stringtown Road to the high point in its water quality and quantity analysis (which was one-half of the road). The proposed section of 29 feet plus an 8-foot bikepath (37 feet) can be accommodated. The south side of Stringtown Road is to be handled by those property owners. The culvert portion of Stringtown is not part of this site plan and will be dealt with later.

Date SEP. 25, 1995 Sheet 1 of 1  
 Project Name CLARKSBURG  
 Project No. 313-00 By YAT Checked MAM

LOIEDERMAN ASSOCIATES, INC.  
 15200 Shady Grove Road  
 Rockville, Maryland 20850  
 (301) 948-2750



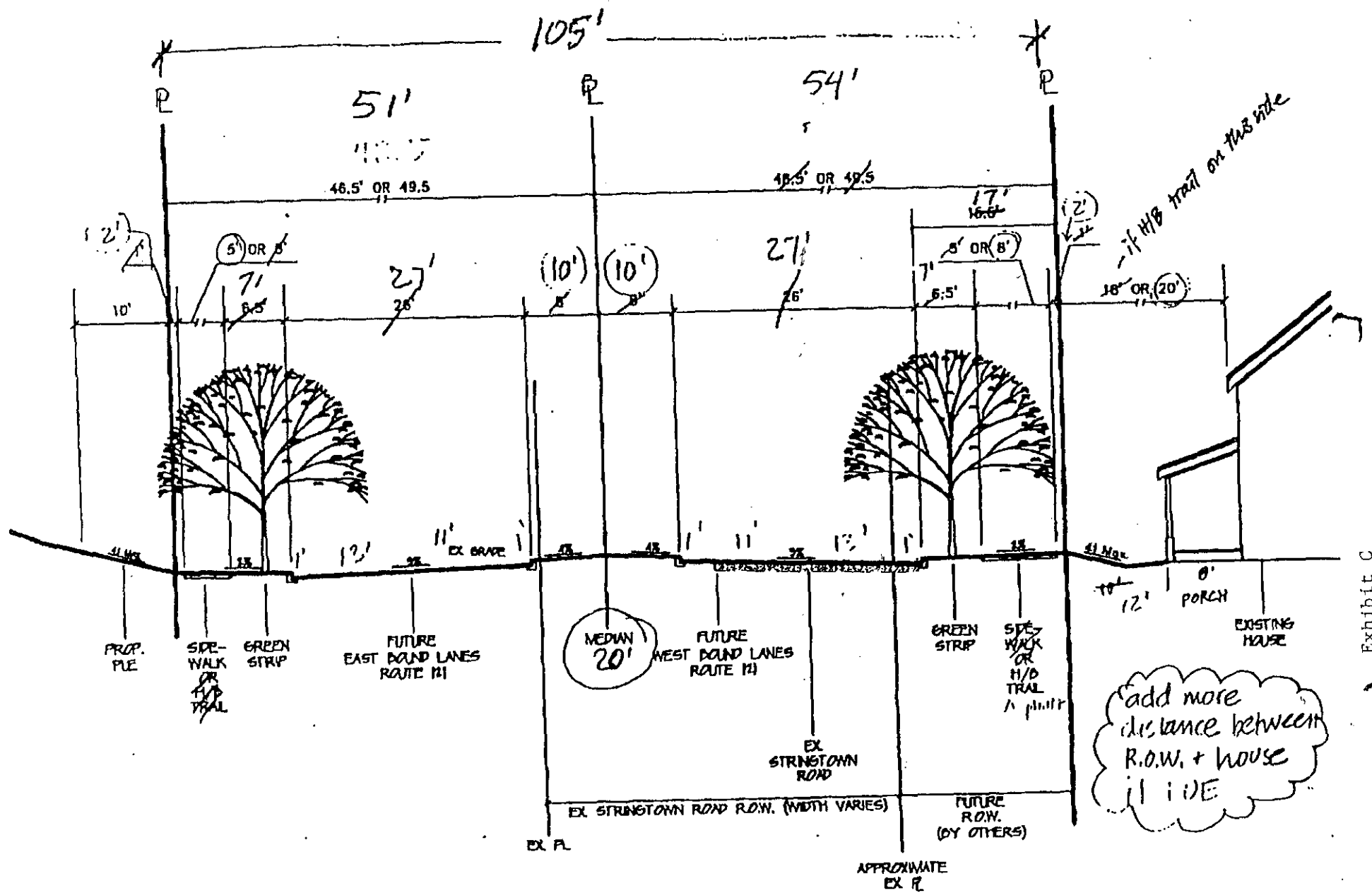
## STRINGTOWN ROAD

### TYPICAL SECTION (ULTIMATE)

SCALE : 1" = 20' H.  
 1" = 10' V.

NOTE : EXISTING STRINGTOWN ROAD SHALL BE IMPROVED, WIDENED OR RESURFACED DEPENDING ON THE EXISTING CONDITIONS.

As Designed



NOTE:

PROPOSED CURB AND GUTTER TO EXTEND FROM THE INTERSECTION OF RTE 355 AND STRINGTOWN ROAD TO THE NORTHERN ENTRANCE OF HIGHLANDS AT CLARKSBURG (APPROXIMATELY 600 FT).

DATE: NOV. 10, 1997  
SCALE: NOT TO SCALE  
MACRIS, HENDRICKS, AND GLASCOCK, PA  
SHEET: 1 OF 2

not red line in but marked up per

### Summary of Points on Perimeter Road Sections

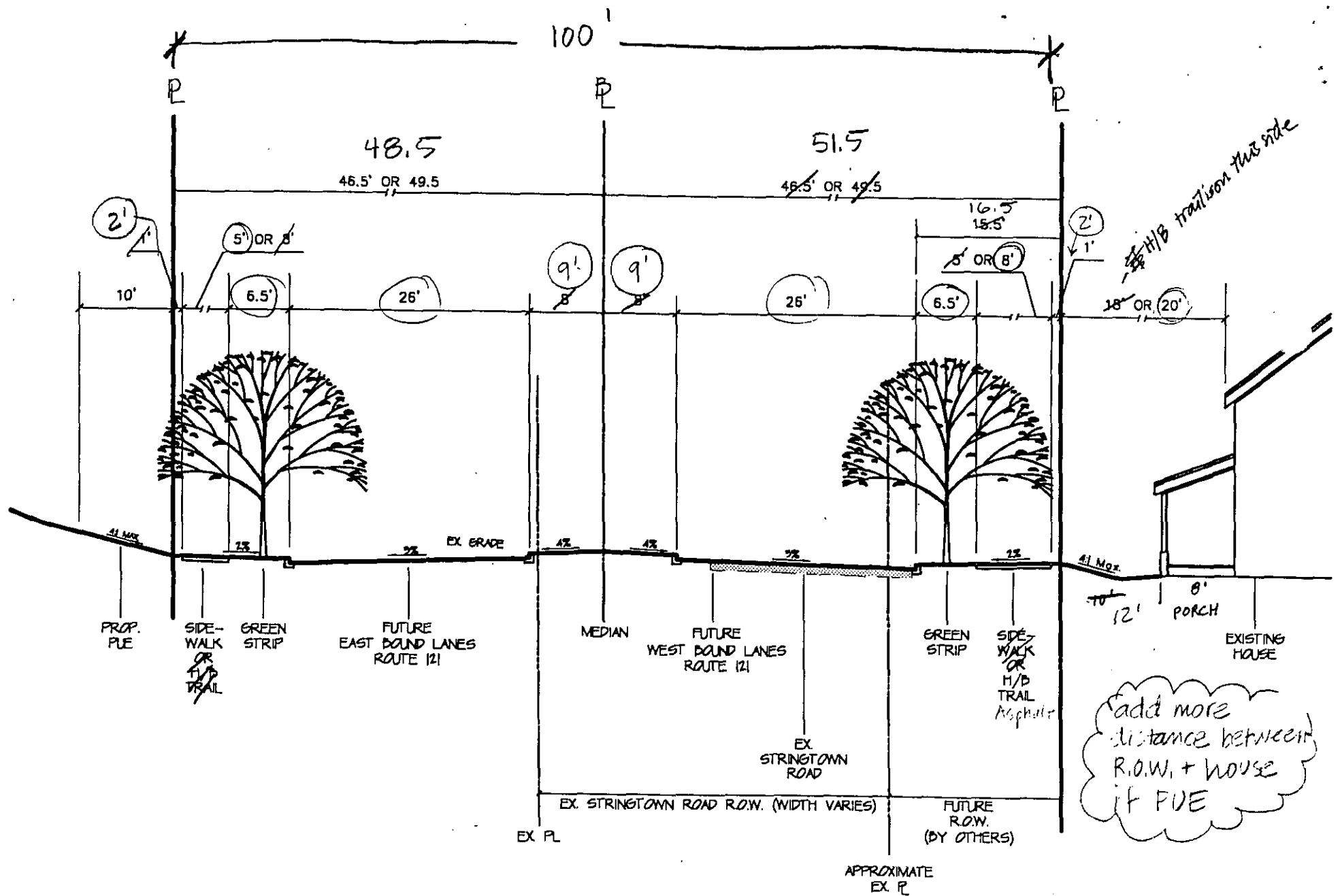
With respect to Clarksburg Road, we cannot agree to improvements across the center line. This is our entrance road for our first phase marketing, and it must appear normal and first-rate. Further, we plan on designing these improvements early next year for a 1998 construction; we cannot risk any delays. Lastly, if you want to try to save portions of the hedgerow, we suggest that the bikepath/sidewalk be relocated to the north side of Clarksburg Road and reduce the section where necessary. We believe the best solution is to forget about the hedgerow and get the road section right.

With respect to A-305, we generally concur with the section and are willing to substitute a bikepath for the sidewalk. However, since this road is not to be built for many years, we reserve the right to work to reduce this section to that which may be more appropriate given the level of traffic and its location in a special protection area. We do not see a need to finalize these issues with this particular site plan.

As pertains to A-260, attached as Exhibit B is the section diagram that was approved at the time of Preliminary Plan Approval. Except for that portion of the alignment No. 2 that diverged from the existing roadway, the Town Center was only required to widen the existing roadway to 24 feet for "safety improvements." The Town Center cannot afford to do more in this area than it agreed to do. To suggest that the pavement should be widened to add a bikeway when the bikeway obligations were clearly established at Preliminary Plan is, in our opinion, not fair. We are agreeable to replacing the sidewalk with an 8-foot bikeway only along our frontage and the new section of A-260 when ROW is made available.

Should you have any questions on these matters, we would be pleased to meet with you at your earliest convenience.

	RE- 2 <sup>1</sup>	RE- 2C <sup>1</sup>	RE- 1 <sup>1</sup>	R- 200	R- 150 <sup>3</sup>	R- 90	R- 60	R- 40 <sup>2</sup>	R-4 plex	RMH 200
(a) <b>Setback from street.</b> No main building shall be nearer to any street than the distance shown; except, that if most of the lots on one side of a street and in the same block are occupied by buildings with a front yard setback greater than this requirement, no building hereafter erected within 300 feet of any existing building shall project beyond the line previously established by such existing buildings:	50	50	50	40	40	30	25	25		40
In the case of a corner lot, if the adjoining lot on one of the streets either does not front on that street or is in a nonresidential zone, the setback from that street shall be at least:	20	20	20	15	15	15	15	15		15
(b) <b>Setback from adjoining lot.</b> No main building shall be nearer to any property line than the following:										
(1) Side:										
--One side:	17	17	17	12	12	8	8	10 <sup>4</sup>		12
--Sum of both sides:	35	35	35	25	25	25	18			25
(2) Rear:	35	35	35	30	30	25	20	20		30
<b>59-C-1.324. Building Setbacks.</b> R-Fourplex zone (minimum, in feet).										
--From tract boundary									(As	
--From any street:									re-	
--From adjoining lot:									quired	
--Side:									in ad-	
--Rear:									joining	
--Between buildings:									zone.)	
									50	
<b>59-C-1.325. Maximum Distance of Lot From a Public Street (in Feet):</b>									200	



NOTE:

PROPOSED CURB AND GUTTER TO EXTEND FROM THE INTERSECTION OF RTE 355 AND STRINGTOWN ROAD TO THE NORTHERN ENTRANCE OF HIGHLANDS AT CLARKSBURG (APPROXIMATELY 600 FT).

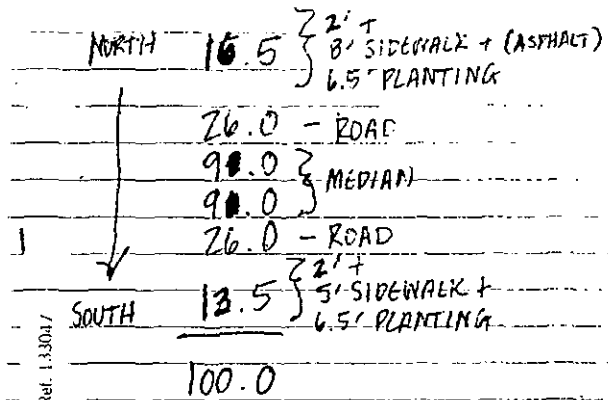
DATE: NOV. 20, 1997  
SCALE: NOT TO SCALE  
MACRIS, HENDRICKS, AND GLASCOCK, P.A.  
SHEET: 1 OF 2

not redrawn but... marked up per 12/4/97 meeting

EF

Wynn

# STRINGTOWN RD. CROSS SECTION



**PUBLIC NOTICE**

The Department of Permitting Services

has received a

**FINAL WATER QUALITY PLAN**

for

Clarksburg Town Center, Phase I

Phase I consists of 120 acres of land bounded by Stringtown Road to the South, Piedmont Road to the East, Clarksburg Road to the North, and the existing Village of Clarksburg to the West. The site is within the Little Seneca Creek Watershed. This portion of the Little Seneca Creek Watershed is a designated Special Protection Area.

If you wish to request a public information meeting to discuss the Water Quality Plan, a written request must be submitted to the Department of Permitting Services within 15 days of this notice.  
(Notice posted 9/12/97)

The Final Water Quality Plan is available for review at DPS during working hours. (8:00am-4:00pm)

For further information, please call Richard Brush at (301)217-6333.

## AGENDA

### MEETING ON CLARKSBURG TOWN CENTER

DECEMBER 9, 1997

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I. WELCOME AND INTRODUCTIONS

II. Overview of Roadway and Bikeway Systems

A. Areas Proposed for Open/Closed Sections

B. Recreation Oriented and Transportation Oriented Bikeways

III. Issues/MCPD Staff Recommendations Relating to **Stringtown Road**

A. Intersection of Stringtown Road and MD 355

THE ISSUES:

THE RESPONSE:

- |                              |   |
|------------------------------|---|
| - Historic Preservation      | - Maintain R-200 sideyard standard plus setback (18-20') from House to edge of row (PUE SHOULD NOT BE PART OF SIDEYARD SETBACK)                   |
| - Sight Distance             | - Location under review, pending Highlands application  |
| - Equity issue of dedication | - 100' row so that developers share equally   |
| - Open vs closed section     | - Closed environmentally acceptable as long as compensation for lost swale; envir. will study tradeoffs re extra 30' of grading with open section |
| - Community character        | - Closed section to "Greenway Road"; preferable with planting   |
| - Environmental              | - Closed section burdens SPA's SWM  |

B. Stringtown in general

THE ISSUES:

THE RESPONSE:

- |                         |   |
|-------------------------|---|
| - Transportation System | - Class I 8' bikepath on north for casual cyclists/5' sidewalk to south for all options |
|                         | - 14' curb lane for advanced cyclists   |

- Community character
- Closed section preferred from MD 355 to Greenway Road for better sidewalk and tree definition
- Street tree in median in any case
- Environmental
- Closed section only if compensation provided for lost swale (see above). Open section remainder of alignment beyond Greenway Road.

#### IV. Issues/MCPD Responses to Issues Related to **Clarksburg Road**

##### THE ISSUES:

##### THE RESPONSE:

- Transportation System
- Asymmetrical ROW to save the hedge row/turning lane to accommodate left-hand turn movements
- Timing of improvements
- Community Character
- Conflicts between accommodating 14' curb lane for advanced cyclists and maintaining hedgerow for community character--suggest 13' outside lane to meet both objectives
- Environmental
- Closed section from Greenway Road to MD 355 only if compensation provided for

#### V. Issues/MCPD Responses Related to **Midcounty Arterial**

##### THE ISSUES:

##### THE RESPONSE:

- Road character
- No paved shoulder in near term
- Transportation System
- Bike Path - Class I on project side
- Need to discuss whether sidewalk should be provided on east side given Ag Reserve Zoning
- Environmental
- Open section consistent with Master Plan.